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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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with which is incorporated the
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Hongkong, 7th February, 1908. 315

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Hongkong, 24th July, 1905. a263

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a216 THE MANAGER

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Hongkong, 27th January, 1908.

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANG.

Cable: A.S.W. 5th Ed. Lister.

P.O. Box, 34, Telephone No. 12.

DEATH.

On February 12th, at Highbury, New Park, London, N. M. BARNETT, the wife of the Rev. E. J. Barnett, Warden of St. Stephen's College, Hongkong, by cable.

HONGKONG OFFICE: 10A, DES VEAUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 14TH, 1908.

Decidedly the most interesting feature of a race meeting is the crowd. At Hongkong there is no cockney procession, with horses ridiculously garbed in hagerie, no appearance of grotesquely dressed "bookies," but its cosmopolitan character makes the stream of humanity pouring Happy-Valley-wards quite as noteworthy as the Epsom bound-cortege. One sees a grey-bearded Indian, and one calculates that he was a returned infant when his fathers and uncles were murdering women and children at Calcutta and Delhi. There is the placid Chinese husband and his wife, both in Sunday-go-to-meeting rig, and one wonders if, during the preparation for the day's enjoyment, there was any of the fussing that has caused the frown on the face of the straw-hatted foreigner in flannels, who escorts his flustered looking lady in the newest of her new dresses. In their case, we have a fair idea of what has gone before; how he put in a perfunctory hour or two at the office, taking out the big books from the safe, and putting them back again, re-arranging the pen-holders and pencils on his desk, while he wondered, if the "boy" would remember that tiffin was ordered for an hour earlier than usual. One can picture also with some measure of success how he bawls across to his wife's room that if she does not hurry up they will miss the most important race, for which he has a perfectly trustworthy "tip," whereas the poor woman, bent on a day of

happiness, hurriedly thrusts the powder puff in the hairpin box, and despairingly feels sure that the new bodice must be rucking up at the waistband behind, and that that horrid Mrs. So-and-so will make her die of shame by pointing it out, with affectionate solicitude, in the enclosure. As it is, she forgets the gloves that she goes with the costume, and when he has run upstairs for them, for of course the "boy" pretends not to understand, they have to run for the tram, into which she is hauled feeling certain that her hair is now "a perfect sight." Every tram to-day is a "special car for the races," and while one wonders where the non-specials are hidden, one supposes that it must be a good thing for the Tram Company. There they all go, Pases, Portuguese, sailors and soldiers, Jews and gentiles, every nation of Europe represented, and even the islands of the Pacific—tailors and clerks, drunken men in all stages of bibulous exhilaration, women with babies—and only oneself and the patient coolie lugging along on his carrying pole a hundred weight of iron sheeting seem to be going in the opposite direction. Yet we are all happy, even the coolie, dropping his load by the foot of a banyan for an instant's blessed relief from the strain on his shoulders, wiping his forehead and gazing at an admiring "Nai-yah" at the bring of richias being drilled by unusually alert police. A couple of black-kettled ponies remind us that here is no presence of "improving the breed." Hongs are closed, fine clothes doctored, and the island of dollars circulated, only to squeeze one extra drop or two of the juice of happiness from the orange of life. In spite of the domestic worries previously hinted at, in spite of the fact that the long dreamed-of frock is put in the shade by that of some other woman, notwithstanding the feeling of envy with which one hears that his tailor or his manicurist has won over a thousand dollars, there is no denying that happiness is achieved. Not many weeks ago Dr. BARNES WRIGHT addressed the following little sermon to his pupils:

"Be happy now. A fairy once promised a princess anything she might like to ask for on condition that she should succeed in picking the prettiest flower in a field, after walking through it only once. The princess soon passed at a lovely flower, saying to herself, 'Surely I shall find nothing more beautiful than this, but she changed her mind and passed on.' This she did over and over again, till at the end of her journey, she reached the fairy with empty hands, conscious that she had lost the opportunity of picking the fairest flower. This represents the lives of many children and grown-up people. At eight years of age they say, 'How happy I shall be when I am fifteen!' At fifteen happiness is postponed to twenty-one, then to thirty, and so, on till the end of life approaches. The journey through the field is over, and they have failed to pluck happiness—content that real happiness is still ahead. The true way to be happy is to be happy now. Be happy at eight, and you will find yourself happy at fifteen, and so on and on, through life. There are far too many people in the world, of whom the poet says, they never realise life at all. They never once possess their souls until they die."

The worst of such advice is that it is easier to give than to follow. The very essence of true happiness, it seems to us, is that it should be unconscious, like that which brightens the faces of this week's race goers. Let there be no analysis, such as we were nearly foolish enough to attempt, or off it goes. The boy or man who misunderstands Dr. BARNES WRIGHT's excellent "tip," and resolves "I will be happy now," is a fool for his pains. Yet most will so misunderstand it. Those people who argue the respective merits of retrospection, anticipation, and realization, waste their time and ignore the central fact of existence. These forms ought not to be, and cannot be, separated. Without sickness there is no health, without sorrow, no joy. All in, we have the happy, perfect whole. The march of the princess across the field had at least the constant joy of anticipation, the usual form that happiness takes in youth. But as a matter of fact, the subject won't bear thinking about. It must be determinedly let alone, ignored. As Mr. WILLIAM WATSON has written:

"The best in field are glad, and have not wit to know why, least their hearts when spring time comes."

Man looks at his own bliss, considers it, weighs it with curious fingers, and 'tis gone."

The German Mail of the 15th January was delivered in London on the 12th inst.

A message from New York says that Lieut. Com. Davis recently perfected a new process for the uniform hardening of steel at a cost said to be much below anything of its kind now in the market. So highly do the Steel Trust think of the new invention that they have purchased the rights from Com. Davis at an enormous price.

The "Amphitrite" cruiser, Capt. E. F. Brun, was to leave Chatham on January 18 with ratings for the "Monmouth" cruiser, on the China Station.

The increased demand for China tea in the United Kingdom is indicated by the imports for December, 1907, being over 2,000,000 lb. against 2,450,000 lb. in the same month of 1906.

A return just issued by the Admiralty showing the results of rifle practice in the various fleets for 1906-7 places the East Indies station at the head of the list with an average of 118.49 points for 551 men firing, the First Destroyer-Flotilla being second with 17.33 for 211 men. The best individual score was made by Petty Officer, 1st class, G. Golding, gunnery instructor of the "Egmont," at Malta, who obtained 262 points.

The "Lokalsieger" states that the scheme for the exchange of children between English and German parents for purposes of education, which has long been talked about, will now be definitely inaugurated. A start is to be made with an eight-year-old boy living in London named Reginald Hardy, whose parents offer to send him to some German household in return for a German child. The parents of each boy will formally undertake to maintain and educate them for a certain period to be mutually agreed upon. Arrangements are being made whereby the practice will be greatly extended.

Mr. W. P. Frith, whose picture, "The Derby Day," was, half a century ago, such a popular success, has been asked by a representative of the "Graphic" if he was fond of seeing the Derby. "No! I," was the reply. "But you must like horses?" "I don't particularly care about 'em. I've been to Epsom twice. Except for my interest in the scenes of life and character on the race course, my sympathies are all in the opposite direction. I've been once to Ascot, and once to Kempton Park—that was in 1854—and there I got the idea for 'The Derby Day.'"

The Disiplinary Chamber at Leipzig on January 13th heard the appeal of the representative of the Public Prosecutor against the reprimand and fine of 1,000 marks (250) imposed by the Potsdam Court on Herr Puttkamer, ex-Governor of the Cameroun, for various irregularities during his term of office, principally with regard to the issue of a steamship pass for a lady companion whom he described as his cousin and to his treatment of the native chiefs. The appeal was dismissed in consideration of the valuable services rendered by Herr Puttkamer to the State in Africa, and of the fact that his misdeeds were one which should be regarded leniently. The Court decided that the accused should only be reprimanded and that he should be indemnified for half the costs he had incurred through the legal proceedings.

The crew of the cruiser "Duguay" numbering ten officers and 316 chief petty officers and other ratings, left Devonport on January 13 by rail for Chatham to embark in the cruiser "Amphitrite," for passage to Colombo, to re-commission the "Monmouth" for further service on the China station. New crews for the sloop "Algerine," and the gun boat "Thistle," and half crews for the river steamers "Nightingale," "Kinsale," and "Woodlark," left Devonport the same morning for Portsmouth, where they were to embark in the cruiser "Royal Arthur," for passage to Hongkong. The new battleship "Lord Nelson," 16,500 tons displacement, arrived at Spithead that morning from Jarrow-on-Tyne, for her gunnery trials. The "Lord Nelson" is an improvement on the "King Edward VII," class of battleship, and possesses secondary armament which the "Dreadnought" lacks. She is commanded by Capt. Sir Robert Arbuthnot.

A ceremony characteristic of the Court of Spain took place in the Royal Palace for the first time in the reign of the present King and Queen. As is well-known, Grandees of Spain have the privilege of keeping their hats on in the presence of the monarchs. Grandees ladies of Spain have the privilege of remaining seated before the monarchs, the "Telegraph" states, and the ceremony of obtaining this privilege is called "tomar la almohada," or taking the cushion, as it consists in sitting on a cushion of red damask before the Queen. The ceremony took place at six o'clock in the evening. The Queen was surrounded by ladies who have already "taken the cushion." As customary, the Queen, on entering the salon, ordered them to be seated. The ladies who are about to receive the highest honour in the Court of Spain are led by a sponsor. The lady presented herself in return, and says, "Sit down, please." The lady then sits down on a cushion placed before the Queen, and speaks to her.

According to the Ottawa correspondent of the "Standard," the Japanese difficulty has been so far overcome that the new rules for dealing with Oriental immigration have already received the sanction of the Dominion Government. Apparently, Canada and Japan will divide between them the responsibility for keeping down the proportions of immigration to what is considered a safe level. The Canadian Government will refuse admission to those Japanese who do not come direct from their native country (the principal incursions in the past have been from Hawaii), while Japan herself will presumably guarantee the limits of emigration from her own shores. In this way the interests of the white races in Canada should be effectually secured, while the Japanese Government will have no grievance in the rejection of those who have already cut themselves off from its jurisdiction. The "Standard" correspondent adds that the outlined settlement has given general satisfaction in British Columbia—in which case we shall be able to congratulate the partners in the Anglo-Japanese alliance on the removal of a dangerous source of discord.

The German Naval authorities are delighted beyond measure at the unlooked-for excess of speed over that stipulated for in the case of the two new battleships of 18,000 tons. Thus, the "Pommern" attained a speed of 19.16 knots with 122.8 revolutions and 20,400 horse-power while the "Hanover" attained a speed of 19.15 knots with 121.9 revolutions and 22,492 horse-power. As the speed stipulated for when the vessels were ordered was 19 knots, the builders and the German Navy alike are to be congratulated on the results. One great advantage of this uniformity of speed on the part of the vessels forming a squadron is that their fighting-value is increased.

It is a complaint that Belgium has too many doctors, but, says the "Independence Belge," in Japan matters are no better, judging from recent statistics. At the end of 1906 there were in that country 34,611 doctors and 706 qualified dentists. The increase among the doctors during a year was 740. Taken as a whole, there appears to be one doctor for every 1,348 persons, but in the great towns and cities the proportion is still greater. In Tokyo, for instance, there is one doctor for every 847 persons, and there are, in addition, 33 foreign practitioners. Japan possesses 785 hospitals, of which 690 are private institutions. Besides these, there are foreign institutions under the control of foreign doctors.

FUNERAL OF MR. DANBY.

The remains of the late Mr. W. Danby were interred in the Happy Valley Cemetery yesterday morning, a large concourse, including many pioneers of the Colony, forming the cortege. The burial services were conducted by His Lordship Bishop Lander, who was assisted by the Rev. F. T. Johnson and the Rev. J. H. France, there being present the wife of the deceased, who was attended by Mrs. Siddman and Mrs. Wright, Mr. J. Wright and Mr. Nicholson as chief mourners, also Commodore Stokes, R.N., Capt. Fleming, extra Aide-de-camp to His Excellency the Governor, the Very Rev. Archdeacon Bannister, the Rev. T. W. Pearce, Dr. Clark, Dr. Atkinson, Hon. Mr. Chatham, Messrs A. Denison, A. J. Williams, G. H. Medhurst, A. Shelton Hooper, F. Dodwell, J. Armstrong, J. Orange, A. G. Gordon, C. B. Lennox, J. I. Andrew, T. F. Hoag, C. D. Wilkinson, A. Ough, J. W. C. Bannan, G. W. Edwards, M. S. Northcote, Dr. Bateson Wright, Hon. Mr. E. Osborne, Messrs W. Jack, Donald, E. H. Hinds, D. R. Law, C. J. Lafrentz, A. Chapman, D. Wood, H. B. Phelps, G. Barton, W. M. D. Parr, J. M. Beck, J. Gray Scott, W. H. Donald, W. Armstrong, E. D. C. Wolfe, E. Mitchell, T. Rose, W. D. Graham, W. H. Wickham, C. B. Thomas, F. Graham, B. Barker, J. Douglas, H. Humphreys, R. D. Atkinson, E. M. Haselwood, P. Smith, C. H. Blason, E. A. Lummett, J. Lambert, L. Gibbs, Rev. A. J. H. Pitt and Staff Surgeon Sequoia, of H. M. S. "Flora," H. W. Slade, T. Skinner, P. Teator, A. E. Griffin, J. W. Biles, W. D. Kraft, A. Abdolrahman, A. Seth, F. Sayth, A. Rodger, F. Brown, L. B. Birdoag, Mr. A. Cumming, and three U. S. Naval Officers.

Mrs. Danby provided a beautiful array of violets which, together with wreaths provided by Mr. Danby's sons and daughters, was placed on top of the coffin. Wreaths were also forwarded by the following:—Mr. and Mrs. M. S. Northcote, Mr. F. Dodwell and Mr. G. H. Medhurst, Mr. J. B. Lambert, Mr. Edward Bowdler, Mr. and Mrs. Shelton, Mr. and Mrs. A. Seth, Mr. A. Haupt, Dr. and Mrs. Farston, Mr. W. Nicholson, Mr. C. B. Tomes, Mr. J. Lambert, R.N.R., Mr. J. Gray Scott, Mrs. Armstrong and family, Mr. and Mrs. J. Murray Bain, Mr. E. H. Hunter, Mr. Lieb, Mr. and Mrs. A. Shelton Hooper, Mr. and Mrs. A. E. Griffin, Mr. and Mrs. J. F. Wright, Mr. and Mrs. W. H. Donald, Mr. C. E. Warren, Miss Sloan, Mr. H. Lewis, Officers District Grand Lodge, Perseverance Lodge, Mr. and Mrs. B. Barker, Dr. and Mrs. Steadman, Captain and Mrs. Lyons, Mr. and Mrs. Ormiston, Mr. and Mrs. Looker, Mr. E. Shawan, Mr. and Mrs. Denison, Hon. Mr. and Mrs. F. H. May, Mr. and Mrs. Miss Lynton, Mr. and Mrs. A. Cumming, Mr. A. Abdolrahman, Fang Pin, Ip Tseung-ki.

THE TRANSVAAL INDIANS.

FURTHER PROTESTS.

A mass meeting of Indians was held at Johannesburg on January 13th to protest against the Transvaal Registration Act, which was described as barbarous and un-Christian. As citizens of the Empire the Indians declared that they were entitled to Imperial protection. A defence fund has been opened, to which £3,700 has already been subscribed.

At a meeting held at Cape Town on January 13th by 2,009 Indians, a resolution was passed to telegraph the following message to a Calcutta newspaper:—

"With great grief we inform you and ask you to communicate to all India that our leaders in the Transvaal have been imprisoned. We earnestly hope that the Indian Government will intervene on behalf of the Indians in South Africa, who are undergoing galling treatment."

Eight Indians and Chinese found acting as pickets to dissuade Africans from registering have been arrested and ordered to leave the country before January 25.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ARCTIC MOTORING.

LONDON, February 13th.—The motor race from New-York to Paris, via the Behring Strait, has started.

OBITUARY.

LONDON, February 13th.—General Strachey is dead, aged 91 years.

[Lieut-General Sir Richard Strachey, as he was when he retired in 1875, had been 39 years in the Army. His first active service was in the Sulu campaign 1845-46, and during the Mutiny he acted as secretary to the Government of the Central Provinces. Later, he occupied various high positions in the Indian Service, and well earned his G.C.S.I. He was of scientific bent. He had five sons and five daughters.]

MILLIONAIRE PERILS.

LONDON, February 13th.—A man called von Veltheim has got twenty years' imprisonment for threatening one of the Joel's of the financial firm of Barnato Bros.

[We suppose this must be a case of robbery under arms.]

THE JAPANESE BUDGET.

TOKYO, February 13th.—The budget was passed to-day after uproarious proceedings.

FRANCO-AMERICAN ARBITRATION TREATY.

LONDON, February 11th.—A Franco-American Arbitration Treaty, on any issue, has been signed in Washington.

THE BRITISH NAVY.

LONDON, February 11th.—Forty Liberal Members of the House of Commons have passed a resolution at a meeting protesting against a reduction of the Navy Estimates.

STARTLING DISCOVERY.

It is reported that a constable on duty in the vicinity of Blake Garden entered the garden at an early hour on Wednesday morning with the object of ordering loafers to "move on." Seeing a man in a sitting posture on one of the seats in a secluded part, he approached with the object of ordering them out, but was horrified to find that all six were corpses. Death in each instance is said to have been due to smothering, and the inference is that the bodies were "dumped."

THE CONQUEST OF THE AIR.

SUCCESS OF AN ENGLISHMAN.

Paris, January 13.—In the domain of the air, at all events, the number 13 would seem to bring good luck. In any case, to-day has been an epoch-making date, that of the victory before official witnesses of human intelligence in its efforts to solve the problem which brought Isaac to grief, which tormented the brain of Leonardo da Vinci, and which during the last few years has become possible of solution only through the invention of a light and stable motor whereby to animate the gigantic wings of a machine heavier than air. This morning, a little after 10 o'clock, Mr. Henri Farman succeeded in rising on such a machine of his own invention in flying over, kilometre towards a goal previously fixed, which he rounded in perfect conditions of stability, and in returning to his starting point, where he alighted without a hitch. Nothing of the kind has ever before been accomplished. Mr. Farman thus wins the 50,000 franc prize of aviation offered by M. Henry Deutsch and Archdeacon. But he wins as well a unique fame.

The details of an event of such historic importance are worth chronicling. Mr. Farman's aeroplane, which was brought on upon the Plain of Issy towards 10 o'clock this morning, consisted of an apparatus built on the principle of the Chanute two-surface gliding machine. The total surface of the apparatus is 52 square metres and the total length is 10 metres. The screws are worked by an Antoinette 50-horse power motor of eight cylinders. It is extraordinarily light, being one of the few motors possible in aviation owing to this peculiarity. While the members of the Aviation Committee of the Aero Club measured and marked out the distances on the Issy Plain, Mr. Farman only took his place on his aeroplane. The conditions of the contest were that a machine heavier than air should travel at least one kilometre, make the circuit of a goal fixed at 500 metres from the starting point, and in setting out as well as on its return should pass between two posts separated by a space of 50 metres.

When the starting signal was given the aeroplane rolled for about 50 metres on the ground, then rose to about 10 metres and headed towards its turning-point. There was then a slight but steady descent, but after this Mr. Farman kept himself steadily at the same level, turning at the point indicated, and returning to the point that he had just left with the ease of a gliding bird coming to earth. The entire flight had taken only 1 min. 28 sec., which would make 40 kilometres per hour.

Mr. Farman, who is only 33 years old, and who began life as a pupil of the painter Corcoran, is the son of the well-known Paris Correspondent of the Tribune, and has long been known to sportsmen, having taken part in many automobile races. He intends to go to England to compete for various aviation prizes. On Thursday he will be presented with the Grand gold medal of the French Aero Club, and a banquet will be organised in his honour. Times.

CORRESPONDENCE.

IMPERIAL TRADE CONSULS.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR.—The present weakness of our Empire is the lack of a uniform commercial policy. This lack exposes our vast organisations of trade, finance, and industry to the attacks of our competitors, who are better fitted by their trade systems to meet us in the international market.

To remedy this defect, the alternatives of Free Trade and Protection have been proposed, but whatever is to be the future course of our commerce, it is primarily essential that as Colonists we should have a more digest, practical, and tangible interest in what concerns our own individual welfare as well as that of the Empire at large; that we should of our own accord come to a better understanding of our needs, and collectively adopt such measures as the majority. For if Free Trade or Protection is to govern the future relations of our Trade Empire, we Colonists as the most interested therein, and especially those of us living and trading in foreign countries, should of all people be the most entitled to know what this Free Trade or Protection suggested to us is to mean; to what extent we are to benefit thereby.

But a commercial policy can only be successfully inaugurated, by the national self-assertion of our Colonies, and their awakening to a keener sense of their unity and equality with the rest of the British Empire.

It will be also necessary that those governing principles which are to protect our trade should in future assume a more official character, and that while maintaining the just distinction between trade and politics, the rank, powers, and attributes conferred upon diplomats should be equally bestowed upon those who should officially represent the commercial, financial, and industrial interests of the Empire.

As a first step towards the realisation of a scheme of commercial policy, I would suggest the extension of the present Consular System which exists in foreign countries, and as modified by Mr. Lloyd George, in the summer of 1897, to the British Empire as a whole; and that "imperial trade consuls" should be appointed (a) to officially represent the general commercial interests of the Colony; (b) to protect, promote, and direct those interests; (c) to be empowered on behalf of the Colony to treat with foreign Governments on all matters affecting its commercial, financial, and industrial interests. Further:

I. That he should be appointed by the unanimous vote of a like number of delegates of the Colony and the British Government, under various reservations as local conditions may dictate.

II. That he should be a resident of some years standing in the Colony, and be familiar with its trade conditions.

III. That he should have no avocation other than his official duties, which shall be defined by the Colony.

IV. That his salary should be paid partly by the Colony, partly by the British Government in a ratio to be mutually determined.

V. That he should appoint auditors with the approval of the Colony.

VI. That he should hold office for a number of years, subject to re-election.

VII. That he shall have his official residence where the Colony may select.

The election so proposed would be similar to that of a Chamber of Commerce for a Chairman. Indeed I have chosen such an institution as the ground-work of my scheme, but of course it would need to be extended to the whole Colony.

Yours, &c.
LAURANCE MORTON.
Cairo, 13th January, 1908.

WELSH FOOTBALLERS WANTED.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR.—I have been asked to endeavour to raise a football team, either a Rugby XV or an Association XI, composed of Welshmen to play against the Hongkong Football Club on St. David's Day, which this year will be kept on Saturday, February 29th. I should be really obliged if you would be good enough to make this known in your columns and ask any Welshmen willing to play to kindly send their names to me, stating whether they play Association or Rugby, or both. Thanking you in anticipation, I am, Yours faithfully,

W. H. WILLIAMS,
Hon. Sec.
St. David's Soc.

GERMAN LANGUAGE IN BELGIUM.

A REMARKABLE CLAIM.

Brussels, January 12.—The remarkable conquest which Germans have made of Belgium in many ways of late years has just received a striking tribute. M. Borboux, the deputy representing Verrieres, has just distributed among his fellow deputies a project, which claims that the German language shall be recognised officially as a third official language of Belgium. M. Borboux points out that in those Belgian parishes in which the people speak German, the police courts ought to be presided over by magistrates acquainted with German. In fact, M. Borboux demands that in addition to French and Flemish, German shall be recognised throughout Belgium; he draws attention to the fact that in the provinces of Luxembourg and Liege there are 144,885 people whose usual language is German, while nearly 3,000 people in those districts understand only German.

This is by no means the first attempt that has been made to give German an official standing in Belgium. In fact last year the Pan-German Press went so far as to claim that the administrative organisation should be entirely German in those places in which the German population is increasing rapidly. Answering in a German post to all intents and purposes.

HONGKONG JOCKEY CLUB
RACE MEETING.

THIRD DAY.

Thursday, February 13th.

The third day of the races—Ladies' day—was brought off in much better weather conditions than either of the preceding days, and there was the same large and enthusiastic attendance. The ladies being over one hundred. Again His Excellency the Governor and Lady Lugard were early in their stand, and watched the racing with interest. Yesterday's music was provided by the band of the Middlesex Regiment, and was appropriate, and appreciated. The racing was excellent, and the fields even larger than on the previous day, while the same keen and excited crowd swarmed round the cash sweeps and the pari-mutuel. A notable race of the day was the Ladies' Purse, which was won by Mr. Buxey's Spring Rose who was ridden to victory by Mr. Dupree. After the race the rider attended the grandstand where Miss B. Layton presented him with the purse amid great cheering. Another interesting race was the Champion Stakes—it might be said, the most interesting race of the day, for in it were entered none but the best ponies. This race proved another success for the "Rose" stable, Spring Rose winning after an excellent finish with York Rose second. The cash sweep ran a tea dollar sweep in connection with the event, and the lucky drawer of the winning pony—Mr. P. Brawn of the Diocesan School—received the handsome sum of \$7189 for his outlay. Accounts of the various races are given in detail below.

THE GRAND STAND STAKES.—Value \$400. Second to receive \$100; and third \$50. For China ponies, bond fide griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lbs; of two or more races 10 lbs extra. Subscription griffins non-winners allowed 5 lbs. Entrance \$10. Three quarters of a mile.

Mr. Buxey's Jubilee Rose 10st 12lbs (Mr. G. Master) 1
Mr. F. B. Marshall's Nutmeg Tree, 11st 6lbs (Mr. V. de) 2
Mr. Ellis Kadoorie's Cherokee Chief, 11st 4lbs (Mr. Hayes) 3
Mr. Dryadust's Gray Tick, 10st 12lb (Mr. Dupree) 0
Messrs T. F. Hough & R. Shewan's Sidler, 10st 12lb (Mr. G. Master) 0
Mr. Kenrick's Mischief, 11st 4lbs (Mr. Hayes) 0
Mr. Alex. Moir's Strickland, 10st 12lb (Mr. Large) 0
Mr. John Peel's Kirkwood, 10st 12lb (Mr. Johnston) 0
Mr. John Peel's Kirkwood, 10st 12lb (Mr. Reid) 0

The field of nine got a good start, and as they emerged from the football field Kirkwood was in the van, the remainder following in a bunch. Going up the incline the field closed up and Nutmeg Tree went into second position. Turning into the village Nutmeg Tree drew on the leader, but as the straight was entered the Rose came to the fore and beat Nutmeg Tree in the home run, Cherokee Chief getting home third. Time—1 min. 32-4/5 sec. The pari-mutuel paid \$7.50 on the winner; \$7.50 on the first pony; \$8.30 on the second and \$18.30 on the third. Cash sweep payments were \$258.10 on the first pony; \$84.60 on the second; and \$42.30 on the third.

THE GREAT SOUTHERN STAKES.—Value \$500. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 5 lbs; of two or more races 10 lbs extra. Unplaced runners allowed 3 lbs. Griffins allowed 5 lbs; subscription griffins of seasons 1907-1908 and 1907-1908 allowed 10 lbs. Allowances accumulative. Entrance \$10. One mile.

Mr. Buxey's York Rose (late Roid) 10st 12lbs (Mr. G. Master) 1
Mr. John Peel's Quorn 11st 11lbs 7lbs penalty (Mr. Johnston) 2
Mr. Leland's Starlight 10st 10lbs 2lbs allowance (Mr. G. Master) 3
Mr. F. B. Marshall's Pine Tree (late Earthquake) 11st 5lbs (Mr. V. de) 0
Mr. Medico's Nigel 10st 12lbs (Mr. Marshall) 0
Mr. Moregold's Mainstay 11st 11lbs 3lbs allowance (Mr. R. Master) 0
Mr. John Peel's Ardpatrick 11st 11lb (Mr. Reid) 0

A very good start was witnessed on this occasion, with Mainstay on the rails, attended by Starlight and Quorn, York Rose and Ardpatrick bringing up the rear. At the bend Mainstay still led, while Pine Tree was in the third position and Nigel dropped behind. Ardpatrick going uphill moved up on the outside and secured third position before the rock was reached, while York Rose kept company. Mainstay led into the straight but found York Rose challenging. The latter drew ahead and won easily by five lengths from Quorn. Time 2:09.3/5. Winner \$8. The pari-mutuel paid on 1st, \$5.70; 2nd, \$7.60; 3rd, \$32, and the cash sweep \$599.50; 2nd, \$171; 3rd \$85.50.

THE HONGKONG STAKES.—Value \$500. Second to receive \$150; and third \$50. A forced entry for China ponies subscription griffins of this season 1907-1908. Weight for inches as per scale. Winner of one race 5 lbs; of two or more races 10 lbs extra. Unplaced runners allowed 3 lbs. Griffins allowed 5 lbs. Entrance \$10. One mile and a half.

Mr. Leland's Fleetfoot 11st 8lbs 7lbs penalty (Mr. G. Master) 1
Mr. G. C. Moxon's Resignation 10st 12lbs 3lbs allowance (Mr. Johnston) 2
Mr. W. G. Clarke's Lowlander 10st 12lbs (Mr. Reid) 3
Mr. Andrew Forbes' Desmond 10st 12lbs 3lbs allowance 2lbs overweight (Mr. Hickman) 0
Messrs H. M. B. & E. Redaval 10st 10lbs 3lbs allowance (Mr. Marshall) 0
Mr. M'Donnell's Pat 10st 9lbs 3lbs allowance (Mr. Dupree) 0
Mr. Rodar's Finesse 11st 4lbs 5lbs allowance (Mr. Jordan) 0

Lowlander again started a disturbance at the start, but eventually the flag dropped, Redaval taking the lead, with Lowlander second and Resignation and Fleetfoot in third position. Nearing the village the leader was six lengths ahead of the field, which opened out, but again bounded as the straight was entered. Passing the stand for the first time the order was Redaval first, Lowlander second, and Fleetfoot third. Lowlander took the lead going up the hill with Fleetfoot coming up on the outside,

while Redaval dropped to the rear. Lowlander led from Fleetfoot entering the straight, but with a little persuasion the latter shot ahead, winning easily, while Resignation snatched second place from Lowlander. Time 3 min. 19-2/5 sec. The pari-mutuel paid \$12.90 on the winner, and \$6 on the first pony; \$5.80 on the second; and \$6.80 on the third. The cash sweep paid \$904.05 on the first pony; \$253.80 on the second; and \$129.16 on the third.

THE LADIES' PURSE.—Presented. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Winners at this meeting other than subscription griffins 5 lbs extra. Unplaced runners and jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lbs. Allowances accumulative. Entrance \$10. Once Round.

Mr. Buxey's Glorious Rose 11st 11lbs (Mr. Dupree) 1
Mr. Godfrey Master's A-tral (late Astrol) 11st 5lbs (Mr. G. Master) 2
Mr. John Peel's Homocoe 11st (Mr. Johnston) 3
Messrs T. F. Hough & R. Shewan's Corrie, 10st 5lbs (Mr. Hayes) 0
Mr. Godfrey Master's Bino Nile (Mr. B. Master) 0
Mr. John Peel's Eglinton 10st 10lbs (Mr. Reid) 0

Glorious Rose got away with the start, being followed by Homocoe, while Corrie was in third position. Passing the football stand Glorious Rose increased his lead, while Bino Nile took second place from Homocoe. Passing black rock the Rose had a lead of ten lengths, and was still far ahead when the straight was entered. Rounding the bend, however, Homocoe again came to the fore, and Astral also drew away from the bunch, passing Homocoe and endeavouring to overhaul Glorious Rose. The Rose had a good lead, however, and passed the post a couple of lengths ahead of Astral. Time—1 min. 52-3/5 sec. The pari-mutuel paid \$18.30 on the winner; \$6.70 on the first pony; \$5.70 on the second, and \$5.40 on the third. Payments by the cash sweeps were \$1203.30 on the first pony; \$343.80 on the second, and \$171.90 on the third.

THE FLYWAY STAKES.—Value \$400. Second to receive \$100; and third \$50. For China ponies bond fide griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lbs; of two races 7 lbs; and of three or more races 10 lbs extra. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance \$10. Seven furlongs.

Mr. Buxey's Jubilee Rose 11st 3lb 5lbs extra (Mr. G. Master) 1
Mr. Ellis Kadoorie's Baluchi Chief 10st 12lbs (Mr. Hayes) 2
Mr. Kenrick's Mischief 11st 4lbs (Mr. Dupree) 3
Mr. Bruton's Silverlake 11st 9lbs (Mr. Clarke) 0
Mr. T. S. Forrest's Forfar 11st 5lbs (Mr. Reid) 0

Mr. F. B. Marshall's Rubber Tree 11st 8 lbs overweight (Mr. V. de) 0
Mr. Alex. Moir's Statheairn 10st 12lbs (Mr. Gegg) 9
Major Parker's Punjabi 10st 12lbs (Mr. G. Master) 0
Mr. John Peel's Kirkwood 10st 12lbs (Mr. Johnston) 0
Baluchi Chief led from Statheairn at the start, Punjabi drawing into second place after rounding the bend. Going up the incline the field closed up, Kirkwood falling to the rear. Statheairn drew level with Punjabi, but the Chief still led passing the rock. Turning into the straight Jubilee Rose came up on the outside, defeating the Chief in the home run while Mischief took third place. Time—1 min. 50 sec. Pari-mutuel payments were \$19.50 on the winner, \$5 on the first pony; \$17.10 on the second; and \$17.40 on the third. In the cash sweep Jubilee Rose paid \$1997.60; Baluchi Chief, \$3570.80; while the payment on Mischief was \$353.31.

THE PHANTOM STAKES.—Handicap. Value \$400. Second to receive \$100; and third \$50. For China ponies that have run at any Gymkhana meeting or meetings of the season 1907-1908, griffins on date of entry. Winners and non-starters at this meeting barred. Entrance \$10. One mile and a quarter.

Mr. Ellis Kadoorie's Mohawk Chief 11st 5lbs (Mr. Hayes) 1
Messrs T. F. Hough & R. Shewan's Sidler, 10st 12lbs (Mr. V. de) 2
Mr. Bruton's Septima 11st 11lb (Mr. Gegg) 3
Mr. Dryadust's Freshinkie 10st 9lbs 6lbs over (Mr. Large) 0
Mr. John Peel's Kirkwood 11st 5lbs (Mr. Johnston) 0
Mr. Rolason's Beaufort 10st 10lbs 5lbs overweight (Mr. R. Master) 0
Mr. Sherlock's Ben Elion 10st 7lbs (Mr. Dupree) 0

The start saw Mohawk Chief in the lead with Ben Elion second. The field came up the straight in close order, and as they passed the stand for the first time Mohawk Chief was in the lead, Beaufort being second. The Chief still led going up the incline, Septima following and going to the front at the village was passed, while Ben Elion held third position. Entering the straight Sidler came up on the outside, but could not keep pace with the Chief, who won the race by several lengths, Septima being third. Time—3 min. 44-1/5 sec. The pari-mutuel paid \$9.50 on the winner, \$6.80 on the first pony; \$8.90 on the second; and \$12.30 on the third. Payments by the cash sweeps were—first pony \$1,358.50; second, \$531; third, \$265.50.

THE KOWLOON STAKES.—Value \$400. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this season 1907-1908. Weight for inches as per scale. Winner of one race 5 lbs; of two or more races 10 lbs extra. Unplaced runners allowed 3 lbs. Entrance \$10. One mile.

Mr. Buxey's Sofrao Rose 10st 12lbs (Mr. G. Master) 1
Mr. Christiani's Drackeburger 10st 12lbs (Mr. Reid) 2
Mr. W. G. Clarke's Lowlander 11st 5, 7lbs extra (owner) 3
Mr. J. Armstrong's Skirbock 11st 4lbs (Mr. Johnston) 0
Mr. Buxey's Black Prince Rose 11st 2lbs (Mr. Hickman) 0
Mr. Dryadust's Springpatam 10st 5lbs (Mr. Large) 0
Mr. Ellis Kadoorie's Maori Chief 10st 12lbs (Mr. Hayes) 0
Mr. Keechoong's Fati 11st 1lb (Mr. Marshall) 0
Mr. Leland's Dalliance 11st 5lbs (Mr. V. de) 0
Mr. Leland's Energy 10st 9lbs (Mr. H. Seth) 0

Mr. Alex. Moir's Statheairn, 10st 12, 5lbs allowance (Mr. Gegg) 0
Mr. Rodar's Chicane 10st 5lbs (Mr. Jordan) 0
Mr. Smith's Gold Leaf 10st 5lbs (Mr. Hynes) 0
There was some delay before this field of thirteen got a start. In one of the false starts Black Prince Rose broke away from his jockey and did the course riderless. The start saw Gold Leaf in the lead, Statheairn second and Shirbock third leading the field who were in close order. Lowlander took the lead at the football stand and held it until the field was passed. Then Sofrao Rose and Drackeburger came out of the bunch, and when the straight was entered the former headed the field and won the race by two lengths from Drackeburger, Lowlander being third. Time—2 min. 08-2/5 sec. The pari-mutuel paid \$15.50 on the winner; \$7.50 on the first pony; \$19.20 on the second; and \$15.10 on the third. The cash sweep paid \$1814.40 on the first pony; \$518.40 on the second, and \$259.20 on the third.

THE CONSOLATION STAKES.—A Sweepstakes of \$10 each with \$200 added. Second to receive \$100; and third \$50. For China ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lbs. Three quarters of a mile.

Unola Sam's Patrick's Pride 10st 10lbs 5lbs allowance (Mr. R. Master) 1
Messrs T. F. Hough & R. Shewan's Corrie, 10st 5lbs (Mr. Dupree) 2
Mr. Ellis Kadoorie's Manohurian Chief 10st 12lbs (Mr. Hayes) 3
Mr. Bruton's Kingston, 11st 1lb (Mr. V. de) 0
Mr. Buxey's Lancaster Rose, (late Haddock) 10st 12lbs (Mr. G. Master) 0
Mr. Kenrick's Mischief, 11st 4lbs (Mr. Reid) 0
Mr. Kadoorie's Cherokee Chief, 11st 4lbs (Mr. Clark) 0
Mr. Moregold's Mainstay 10st 12lbs 5lbs allowance (Mr. Large) 0
Mr. John Peel's Kirkwood 10st 9lbs (Mr. Johnston) 0

Lancaster-Rose and Corrie led the field out of the wood, the former increasing the distance between the two going uphill. Past the village however Manohurian Chief drew ahead but was displaced in the straight by Patrick's Pride and a neck and neck race ended in Patrick's Pride just winning from Manohurian Chief and Corrie. Time 1 min. 33-1/5 sec. \$388.30 was paid on the winner, the pari-mutuel disbursements being 1st \$44.50; 2nd \$23.50, 3rd \$14.50; cash sweep 1st \$178.25, 2nd \$49.50, 3rd \$24.75.

THE CHAMPION STAKES.—With \$500 added. Second to receive \$200; and third \$100. For China ponies, winners at this meeting only. A forced entry. Entrance \$25. Winners of two races \$30; of three or more races \$50. Weight for inches as per scale. One mile and a quarter.

Mr. Buxey's Spring Rose 11st 11lbs (Mr. G. Master) 1
Mr. Buxey's York Rose 10st 12lbs (Mr. R. Master) 2
Mr. John Peel's Kirkwood 10st 12lb (Mr. Johnston) 3
Mr. Leland's Fleetfoot 11st 11lbs (Mr. Gegg) 0
Mr. John Peel's Quorn 11st 4lbs (Mr. Reid) 0
Mr. Marshall's Palm Tree 11st 11lb (Mr. Hayes) 0
Mr. Marshall's Mystic 11st 11lbs (Mr. V. de) 0
Mr. Buxey's Glorious Rose 11st 11lbs (Mr. Clarke) 0
Mr. Dryadust's Cocombo 11st 12lbs (Mr. Dupree) 0
Mr. John Peel's Homocoe 10st 9lbs (Mr. Large) 0
Mr. Marshall's Nutmeg Tree 11st 11lbs (Mr. Marshall) 0

Mr. Buxey's stable did well in the Champion Stakes, his Spring Rose winning an excellent race, with York Rose following. Homocoe took the lead at the start, and followed by Nutmeg Tree the pair got a long way ahead of the field and continued to lead it until the football stand was reached. Towards the incline Spring Rose lessened his distance from the leaders, getting into a good third position at the bend. Entering the straight the three Roses were in the lead, and as before mentioned, Spring Rose brought off the race, York Rose being second, half a length behind, and Kirkwood third. Time—2 min. 38 sec. Pari-mutuel payments were—\$21.60 on the winner; \$6.10 on the first pony; \$29 on the second; and \$8.30 on the third. The cash sweep paid \$7189 on the first pony; \$205.4 on the second, and \$102.7 on the third.

THE NIL DEPENDENDUM STAKES.—A Sweepstakes of \$5 with \$30 added. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this season 1907-1908 that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lbs. Five furlongs.

Mr. Leland's Sunlight 11st 11lb (Mr. Gegg) 1
Mr. Willgriff's Butterpanch 11st 11lb (Mr. Reid) 2
Hon. Mr. F. H. May & Mr. M. W. Slade's Muleter 10st 10lb (Mr. Heathcote) 3
Mr. Armstrong's Skirbock 10st 12lbs (Mr. Hayes) 0
Mr. Buxey's Striped Rose 10st 10lbs (Mr. G. Master) 0
Mr. Cooke's The Ditch 10st 7lbs (Mr. Large) 0
Mr. Dryadust's Pilgrim 10st 9lbs (Mr. Dupree) 0
Mr. Elbee's Hilarius 10st 9lbs (Mr. R. Master) 0
Mr. T. S. Forrest's Reafrew 10st 2lbs (Mr. Morfy) 0

Messrs H. M. B. & E. Redaval 11st 10lbs (Mr. Marshall) 0
Messrs T. F. Hough & R. Shewan's 11st 1lb (Mr. Hayes) 0
Mr. Hurthman's Repentance 10st 12lbs (Mr. Clark) 0
Mr. Leland's Sunlight 11st 11lb (Mr. Reid) 0
Mr. F. B. Marshall's Gum Tree 10st 12lb (Mr. V. de) 0
Mr. G. C. Moxon's Vexation 10st 10lbs (Mr. Hickman) 0
Mr. G. C. Moxon's Resignation 11st 11lb (Mr. Johnston) 0
Mr. Rodar's Finesse 11st 4lbs (Mr. Jordan) 0
Mr. Rodar's Chicane 11st 11lb (Mr. H. Seth) 0
Mr. Smith's Quipkallor 10st 13lbs (Mr. Roberts) 0

There were no fewer than nineteen starters in the last race of the day, a five furlong scurry. The flag dropped on a good start, and the first pony to appear in sight from the football ground was Leland's who walked off the field. With the exception of a few laggards the rest raced

as far as the village in a bunch. Then a few of the foremost settled down to a fast gallop but Leland had made the most of his start and passed the post a few lengths ahead of Butterpanch, who was closely followed by Muleter. Time—1 min. 18 sec. The pari-mutuel paid \$51.80 on the winner; \$14.60 on the first pony; \$10.20 on the second; and \$42.40 on the third. Cash sweep payments were \$16.910 on the first pony; \$462.60 on the second; and \$231.30 on the third.

The following are the analyses of owners, jockeys and ponies for the meeting:

OWNER	1st	2nd	3rd
Mr. Buxey	3	5	3
Mr. John Peel	6	6	6
Mr. F. B. Marshall	3	4	2
Mr. Leland	3	4	2
Mr. G. C. Moxon	2	2	1
Mr. Dryadust	2	1	1
Mr. Ellis Kadoorie	1	1	9
Major Parker	1	1	1
Mr. W. G. Clarke	1	1	3
Mr. Leland	1	1	1
Mr. T. S. Forrest	1	1	1
Mr. Willgriff	1	3	1
Mr. Alex. Moir	1	2	2
Mr. Christiani	1	2	2
Mr. G. C. Moxon	1	2	2
Messrs T. F. Hough and R. Shewan	1	2	2
Mr. J. Armstrong	1	1	1
Mr. G. K. Hall Branton	1	3	1
Mr. M'Donnell	1	1	1
Hon. Mr. F. H. May and Mr. M. W. Slade	1	1	1
Mr. Leland	1	1	1
Mr. Kenrick	1	1	1

JOCKEY	1st	2nd	3rd
Mr. G. C. Moxon	10	5	2
Mr. Johnston	6	8	5
Mr. V. de	6	5	1
Mr. Gegg	4	1	3
Mr. Dupree	3	1	5
Mr. Reid	1	4	2
Mr. Lark	1	2	3
Mr. Hayes	1	1	9
Mr. F. C. Master	1	1	1
Mr. Seth	1	1	1
Mr. Hickman	1	1	1
Mr. Lark	1	1	1
Mr. Heathcote	1	1	1

PONY	1st	2nd	3rd
Spring Rose	3	—	—
Jubilee Rose	2	1	—
Fleetfoot	2	—	1
Rubber Tree	2	—	—
Nutmeg Tree	1	2	—
Quorn	1	2	—
York Rose	1	2	—
Sofrao Rose	1	1	1
Glorious Rose	1	1	1
Kirkwood	1	1	1
Kirkwood	1	1	1
Punjabi	1	1	1
Palm Tree	1	1	1
Mystic	1	1	1
Astral	1	1	1
Mohawk Chief	1	1	2
Lowlander	1	1	2
Gleam	1	1	1
Cocombo	1	1	1
Homocoe	1	1	1
Kirkpatrick	1	1	1
Patrick's Pride	1	1	1
Pine Tree	1	1	1
Forfar	1	1	1
Gray Tick	1	1	1
Black Prince Rose	1	1	1
Blue Nile	1	1	1
Butterpanch	1	1	3
Strathairn	1	1	2
Kirkwood	1	1	2
Drackeburger	1	1	2
Septima	1	1	2
Manohurian Chief	1	1	2
Major Chief	1	1	1
Eglinton	1	1	1
Steelcase	1	1	1
Fat	1	1	1
Lancaster-Rose	1	1	1
Highland Heather	1	1	1
Starlight	1	1	1
Mischief	1	1	1
Muleter	1	1	1

OWNER	1st	2nd	3rd
Mr. Buxey	3	5	3
Mr. John Peel	6	6	6
Mr. F. B. Marshall	3	4	2
Mr. Leland	3	4	2
Mr. G. C. Moxon	2	2	1
Mr. Dryadust	2	1	1
Mr. Ellis Kadoorie	1	1	9
Major Parker	1	1	1
Mr. W. G. Clarke	1	1	3
Mr. Leland	1	1	1
Mr. T. S. Forrest	1	1	1
Mr. Willgriff	1	3	1
Mr. Alex. Moir	1	2	2
Mr. Christiani	1	2	2
Mr. G. C. Moxon	1	2	2
Messrs T. F. Hough and R. Shewan	1	2	2
Mr. J. Armstrong	1	1	1
Mr. G. K. Hall Branton	1	3	1
Mr. M'Donnell	1	1	1
Hon. Mr. F. H. May and Mr. M. W. Slade	1	1	1
Mr. Leland	1	1	1
Mr. Kenrick	1	1	1

JOCKEY	1st	2nd	3rd
Mr. G. C. Moxon	10	5	2
Mr. Johnston	6	8	5
Mr. V. de	6	5	1
Mr. Gegg	4	1	3
Mr. Dupree	3	1	5
Mr. Reid	1	4	2
Mr. Lark	1	2	3
Mr. Hayes	1	1	9
Mr. F. C. Master	1	1	1
Mr. Seth	1	1	1
Mr. Hickman	1	1	1
Mr. Lark	1	1	1
Mr. Heathcote	1	1	1

PONY	1st	2nd	3rd
Spring Rose	3	—	—
Jubilee Rose	2	1	—
Fleetfoot	2	—	1
Rubber Tree	2	—	—
Nutmeg Tree	1	2	—
Quorn	1	2	—
York Rose	1	2	—
Sofrao Rose	1	1	1
Glorious Rose	1	1	1
Kirkwood	1	1	1
Kirkwood	1	1	1
Punjabi	1	1	1
Palm Tree	1	1	1
Mystic	1	1	1
Astral	1	1	1
Mohawk Chief	1	1	2
Lowlander	1	1	2
Gleam	1	1	1
Cocombo	1	1	1
Homocoe	1	1	1
Kirkpatrick	1	1	1
Patrick's Pride	1	1	1
Pine Tree	1	1	1
Forfar	1	1	1

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the office of the Daily Press, before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th St. Telephone No. 12.

NEW ADVERTISEMENTS

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-NINTH MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 5th March, 1908, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1907.

The Transfer Books of the Company will be CLOSED from 20th February to 5th March, both days inclusive.

By Order, GEO. R. TOMLIN, Secretary.

Hongkong, 14th February, 1908. 388.

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJILIWONG,"

Captain Jurriane, will be despatched for the above Ports on or about 25th February.

For information as to Freight and Passage, apply to the

Head Agent of the

JAVA-CHINA-JAPAN LINE, 1st Floor.

Hongkong, 14th February, 1908. 387.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"VORWAERTS,"

having arrived, consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 19th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIEBER & Co., Agents.

Hongkong, 12th February, 1908. 3

NOTICE IS HEREBY GIVEN that the PEAK TRAMWAYS COMPANY have submitted to the Government revised plans showing the route of the proposed New Tramway from the Queen's Road, end of Battery Path via GENERAL VALLEY to the PEAK.

The route now proposed is the lower part of the North-eastern edge of the Public Gardens and then passing on footpaths along the Western extremity, as within 100 yards of the Roman Catholic Cathedral across Robinson Road about 30 yards to the East of its junction with Conduit Road. Containing upwards of 120 acres within 120 yards of Island Lot No. 1568 and adjacent to the Peak Road opposite Island Lot No. 1565, keeping after that to the Eastern slope of Victoria Peak.

Owners of adjacent property and the general public who may be interested in the effect of the Tramway upon the Public Gardens can inspect the plans and drawings at the Office of the Director of Public Works for a period of one month from this date between the hours of 10 a.m. and 4 p.m.

By Command, F. H. MAY, Colonial Secretary.

Hongkong, 18th January, 1908. 230

NOTICE.

WE have this day admitted Mr. GEORGE EDWARD MORRELL into Partnership with us and the Firm's Business will from this Date be carried on under the Firm name of GOLDRING BARLOW AND MORRELL.

G. LDRING & BARLOW, Hongkong, 1st February, 1908. 294

CHI WO & CO., LINE OF STEAMERS.

HONGKONG-MACAO LINE.

THE Company's New Steamship

"HOIMING,"

(Captain EVANS)

Departures from Hongkong to Macao on week days at 8 a.m. from Ping On New Wharf and from Macao at 3 p.m.

Every SUNDAY from Hongkong at 9 a.m. and from Macao at 5 p.m.

By Order, 10th February, 1908. 349

NOW READY.

MAIL TABLES FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents

On Paper 20

On Sale at the Hongkong Daily Press Office, Hongkong, 17th January, 1908. 215

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1908.

TO-MORROW (SATURDAY) (ON-DAY), 15th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Tickets for the ON-DAY, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1908. 335

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 15th instant.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1908. 336

HONGKONG JOCKEY CLUB.

NO Children under the age of 14 years will be admitted into the Enclosures.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1908. 337

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the Race Course during the Race days WITHOUT TICKETS which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession, will forfeit them and the holders thereof will be removed from the enclosure.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1908. 338

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL FLOWER and VEGETABLE SHOW will be held in the Botanic Gardens on WEDNESDAY, and THURSDAY, 26th and 27th February.

Intending Exhibitors are reminded that information of the Classes in which they intend to exhibit should be sent to the Hon. Secretary, 8, Beaconsfield Avenue not later than WEDNESDAY, the 19th February.

Non Members will be charged an Entrance Fee of 50 cents for each Class entered.

Gardens entered for "Best kept Gardens" will be judged between 20th and 24th February.

All Pot Plants must be staged between 9 a.m. and 6 p.m. on the 25th February. Vegetables and out Flowers by 10 a.m. on 26th February.

L. GIBBS, Hon. Secretary.

Hongkong, 10th February, 1908. 316

HONGKONG HORTICULTURAL SOCIETY.

STORAGE.

FOR COAL, TIMBER, &c.

NO BELET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 38 at PRAYA EAST. Approximate AREA 15,000 SQUARE FT. 399 YEARS' LEASE.

For Particulars, apply to

GEO. FENWICK & CO., LTD.

Hongkong, 5th June, 1906. 184

DAVID CORSAIR & SONS

MERCHANT NAVY

SAVING BOILER

STEEL PLATE

REPAIRING CROWN

REPAIRING

ARNHOLD KARBERT

Sole Agents.

MITSU BISHI GOSHI-KAISEI

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNOUCHI, TOKYO.

able Address, "IWASAKI," which applies to all Branch Offices.

A, ABC 5th Ed. Western Union Codes use.

All Letters to be Addressed:

MANAGER, MITSU BISHI Co.

BRANCH OFFICES:

NAGASAKI, MOJI, KOBE, KANAGAWA, SHANGHAI, HONGKONG, & HANKOW.

AGENTS:

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takahashi, Ochi, Namagata, Shinaw, and Hejo Collieries;

Sole Agents for MIYAO and KISHIDAKE COALS.

T. MATSUKI, Manager, Hongkong, No. 2, Redder Street.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from The Registrar, Supreme Court, to Sell by Public Auction,

TO-DAY (FRIDAY), the 14th February, 1908, at 11 a.m., on the Premises,

THE GOODS and CHATELAIN OF THE YIK LOON FIRM.

Nos. 127 and 128, Second Street, Comprising:

HORIZONTAL ENGINE and BOILER, TURNING LATHES, DRILLING MACHINES, PLANING MACHINES, TOOLS, IRON PLATES, OLD IRON, &c., &c.

Terms:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 10th February, 1908. 347

PONIES! PONIES! PONIES!

THE Undersigned will hold their Annual Sale of Race Ponies by

PUBLIC AUCTION, opposite the CITY HALL, on WEDNESDAY,

next, the 19th February, 1908, at 4 p.m. 50 LOTS.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th February, 1908. 361

INSURANCES

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.

Hongkong, 13th August 1906. 23

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MEROAN FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 £17,337,119.

AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 687,500

1. FIRST FUNDS, 3,388,720 19

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1146

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Hongkong.

IRON MERCHANTS.

SINGON & CO.,

Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail.

Ironmongers. Pig Iron and Foundry.

Coke Importers. General Storekeepers and Commission Agents.

31 & 32, Hing Loong Street, (1st Street West of Central Market), Telephone No. 515.

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"DAILY PRESS" OFFICE

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TYPEWRITER.

F. A. V. RIBEIRO,

Typewriting Work: Undertaken, Cleaned, Repaired, Overhauled. Charges moderate.

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SINGING.

SURGEON DENTIST,

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 1540

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM, OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c., &c. AND All other Philatelic Goods

CALL AT—GRACE & CO., Hongkong Hotel Corridor. Hongkong, 1st January, 1908. 118

WANTED

WANTED.

COMPRADORE required by an Import Merchant (Sandries). Liberal terms offered.

Apply by letter "Compradore," Care of "Daily Press" Office.

Hongkong, 10th February, 1908. 345

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned up to the 28th February 1908, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1908 to the 1st April, 1909, with the prospect of a permanent appointment as Secretary.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order, O. H. GRACE, Secretary.

Hongkong, 27th January, 1908. 263

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, TO-MORROW (SATURDAY), 15th day of February, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1907.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1908. 283

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 14th day of February, 1908 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1908. 283

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Office, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 30th January, 1908. 289

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 p.m. in the Old Chamber of Commerce Room, City Hall, for the following purposes, viz:—

1. To receive the Report and Account of the Committee for the year ended 31st December, 1907.

2. To elect a new Committee.

3. To consider the following Resolution:—"That in consequence of the importance of the Trade existing between this Port and Bombay it is resolved under rule XXIII to increase the Number of the Committee from 9 to 10 so as to include a merchant interested in the Bombay trade."

4. To transact any general business.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 12th February, 1908. 363

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH THIRTIETH ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, Hotel Manions on TUESDAY, the 25th February at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th instant, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 5th February, 1908. 314

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

INTIMATIONS

S. MOUTRIE & CO., LTD.

THE ORCHESTRELLER CO'S
NEW MODEL

"AERIOLA"
PIANO PLAYERS

RETURNED AFTER A FEW MONTHS
ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT ON THE MARKET.

A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 13th November, 1907.

THE BEST OF BRACERS.

Business and professional men find Hall's Coca Wine the best of bracers, quick and lasting in effect, and entirely free from reaction common to alcoholic stimulants. This is a perfect restorative tonic. When you feel the need of something to keep you going, something to give you strength against the exhaustion caused by the climate or by overwork or anxiety, it is well to remember that Hall's Coca Wine will do more than any other agent to get you in trim and keep you fit for work.

"Fit as a Fiddle"

is an English expression for a feeling of perfect health and overflowing energy.

The feeling is rare in this tropical climate except to the man who uses

Hall's Coca Wine

Hall's Coca Wine is liquid energy. It is medicine for the sick and food for the healthy. For disorders common to tropical climates, especially nervous, pulmonary and blood disorders, it is unequalled either as preventive or cure.

Sold by all chemists and stores in large and small bottles. Insist upon seeing the red key-stone trademark that identifies this great English restorative.

Hall's Coca Wine makes you "fit" and keeps you "fit".

NATAL LINE OF STEAMERS

THE Under-Signed GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANNING PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1898.

MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press]

LONDON, December 27.

A MERRY MOTOR CHRISTMAS.

It has been a Merry Christmas for motorists, for the most part fine and dry, though cold. The opportunity was, therefore, seized by most of us to get out of harness for a day or two, and out of Town by means of any vehicle available. It had been my intention to take a run on a Starling with a view to describing this excellent small car for the benefit of Eastern readers. But the Star people had other, and more festive, intentions of their own. Hence the Starling must wait until next week. Thus I went off on Christmas eve with a big Panhard racer whose price runs up to four figures. There can be no question about the enormous superiority of the big car over the small one, from the point of view of the pleasure seeker. Passing through the crowded streets, and out into the keen country air, I re-litotated upon the strange mental aberrations that seize upon the motorphobe as to the alleged dangers attending the motor car. The flexibility, even of a big car running at speed, is much greater than that of the horse-drawn vehicle, so that one can cut it much more easily in passing other vehicles, without the slightest risk of collision, while the car can be brought to a standstill within a much shorter distance.

THE ENGINE AS A BRAKE.
In this connection, of course, everything depends on the brake efficiency. One of our brakes, on this occasion, was a little obstinate, and it is a useful thing to remember that the engine itself can be brought to bear as a very powerful ally. Every driver should bear this in mind, and be always ready to set upon it in an emergency. If on the low gear, with the engine at the lowest speed, the velocity of the car can never become great. To brake with the engine, merely switch off the ignition. If, running at speed, the brakes are applied, and ignition switched off as well, the car can, if necessary, be made to stop almost dead. But let everyone "hold tight" otherwise the unwary one is likely to find himself astride of the bonnet in a most ungainly and uncomfortable attitude.

SIDE SLIPS AND STUDDED TYRES.
In the neighbourhood of Barnes we had an illustration of the value of studded tyres. The road was "up" and the room allowed for the passage of vehicles very limited. To add to the difficulty the road had been watered for some reason or other, and was exceedingly slippery. To avoid a lumbering van a sharp turn had to be made. Our own car swung smartly round, but another car following skidded, and found itself hung up with two wheels in a three-foot excavation. There seems to be no alternative to the studded tyre if the motorist is to be secured from side-slip. Yet this form of tyre has decided objections. It is much less comfortable than the plain tyre, its life is much shorter, and its cost is much higher. Everything, however, depends on the driver, and very much on the car itself. I have known cars which were very stable on plain tyres, and others of the same weight most unstable unless fitted with studded tyres. But the speed-man who will not slow down, even in traffic, must take no chances with plain tyres, and so he stands condemned to the higher-priced, shorter lived studded tyres. Had our friend of Christmas Eve, with the plain tyres not tried to emulate me—I admit it—very bad example, he would have arrived at his destination at least a couple of hours earlier.

THE MOTOR BUGLE.
The modern crackman is nothing if not up-to-date. The scientific gentleman in whom the acquisitive propensities seem to be abnormally developed, who uses the oxyacetylene blast flame, might be expected to avail himself of the motor car. This a new terror is presented to dwellers in country mansions, with which the rural police seem singularly unable to deal. Several burglaries have occurred already this season, and the manner of the advent and departure of the operators seems to suggest the use of motor cars. Now, whilst the rural, and even the suburban, constable is quite in his element trapping unsuspecting and legitimate motorists in broad daylight, and obtaining convictions on evidence which, to say the least of it, is very questionable, he is totally at a loss after nightfall. I confess to sins of commission in this respect myself, and, save for eldritch yells, and perhaps a futile blowing of whistles, have not been thereafter identified. Yet the experienced motorist would be able to tell, within a fair measure of accuracy, the make and horsepower, number of cylinders, etc. of the car that passed in the night. But how many people can identify the make of a car in the daytime? It is safe to assume that the average policeman knows as much of motor cars as a Chinese coolie does of aeroplanes. "Cars and How to Detect Them" would be a monograph of greater value than that of the late, lamented Sherlock Holmes on tobacco ash. And it would be more to the credit of the police, if they would pay more attention to cars that pass in the night—as I have not infrequently seen them—with inefficient lights, or no lights at all, than to raising quibbles about the "legal limit," as observed from behind hedges and through telescopes. On the top of this comes, appropriately, a yarn from New York. It is to the effect that a gang of burglars, men and women, have been touring the summer resorts, breaking into houses, and clearing off with their booty in a big red car. Ye gods! Fancy burglars in a red car. The intelligence of the American police must be on a par with that of our own.

MORRIS MEMS.
Such is the amount of work that Messrs. Argyle Motors, Ltd., have in hand that from last Monday (23rd) the whole of the works is on full time.

One of the worst places to put ignition wiring is near the Silencer or exhaust pipe, or any other place where there is much heat. Even if there is not sufficient heat to burn the insulation, the material will deteriorate and become practically useless in a short time.

As instance of how the motor industry is growing in India, I am informed that the Stearns Spare Motor Wheel Co., Ltd. have shipped no fewer than 400 Stearns wheels to India alone within the last three months.

The New Engine Motor Co., Ltd. have secured an order for a 40 h.p. Limousine with front seats completely closed in for the Thakore Sahib of Coondal, for use in India. The vehicle will carry nine persons in all. The car can be used as a completely open one, if required.

ACROSS THE ALPS BY CANAL.

Were it not for the marvellous feats already performed by Italian engineers, the idea of connecting Genoa and Lake Comasco by water, and floating a barge over the Apennines and Alps themselves would sound to like an idle fairy tale to be worth consideration. But the plan, or rather the invention, of Signor Caminada has apparently won the support of Senator Colombo, a famous engineer himself and the president of the Polytechnic of Lombardy, and has already attracted the notice of King Victor Emmanuel and the Italian public, says the Times.

Without attempting an exact description of Signor Caminada's invention, it may yet be possible to give a rough idea of the principle underlying it. As every one knows, the ordinary method of floating shipping over an eminence is by a series of locks one higher than the other. Signor Caminada's locks, or rather the spaces between the gates of ingress and egress, will be inclined tubular canals. For example, the waterway will reach its highest point at Isolata, in the Spinglen Gorge, the distance between Isolata and San Vittore, near Chiavenna, involves a rise of 960 metres. This distance of some 18 kilometres will be traversed by a double-line of parallel tubular canals, each divided into 137 sections. The water descends through both, but crosses to each line alternately, so that, while a vessel descends with the sinking water in a section on one line, another vessel is rising with the rising water in a lower section of the other. These inclined tubular canals will be constructed of masonry, closed with iron gates. Signor Caminada claims that his system will need a far smaller water supply than would be needed for the ordinary rising lock system, that it will naturally be more expeditious, and that it will be less subject to obstruction by ice as the water will never be sufficiently stagnant to be frozen over in winter. He also says that he has assured himself of the sufficiency of the water supply, as far as crossing the Alps is concerned, and that the supply in the Apennines, though less certain, can be assured by reservoirs at no very great expense. His plan seems to have gained the attention of very competent judges of its feasibility, so that a journey from Genoa to Basel by water may really be a reality made possible.

THE BOON OF HEALTH.

HOW YOU MAY REGAIN IT, IF LOST, AND KEEP IT.

There is no greater single source of happiness than that which comes from the possession of good health. An invalid though he possess £100,000 cannot be really happy. Therefore, every man and woman should seek the boon of sound health. Now what is health? It is the orderly working of all the bodily functions. The nourishment and strength of your body and brain depend on the proper digestion of your food.

Indigestion is the chief ailment of the human race. It starves your system. You become weak, nervous, anxious, while impurities, due to decomposition of the undigested mass in stomach and bowels, pass into your blood and poison your whole system. On the first indication of digestive weakness take Mother Seigel's Syrup. It will tone and invigorate your stomach, liver and bowels, cleanse your blood, and ensure perfect digestion; perfect health.

Mrs. Morrow, 8 Livingstone Place, Bar Street, Norwich, writes: "I lost appetite, and suffered very much from pains in the stomach, and wind. I had headaches very often, was troubled greatly with constipation. Then I began to have pains in my back, too. But at last I was advised to take Mother Seigel's Syrup, and that cured me."

Mother Seigel's Syrup cures Indigestion, Bilelessness, Constipation, Headache, Wind, Flatulence, Oppression at the Chest, Loss of Appetite, Pains after Food, Nausea, Dizziness, and the many other ills that arise from a disordered state of the digestive system.

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets.

PRICE 2/3—ONE SIZE ONLY. 67-7.

THE MARSHALL ISLAND DISPUTE.

A SETTLEMENT IMMINENT.

The "Daily Graphic" understands that the dispute between the British and German Governments in regard to alleged infractions of the Anglo-German Declaration of April 10th, 1886, by German officials in the Marshall Islands, has entered upon a new phase, which promises to result in an early settlement satisfactory to both parties. It will be remembered that the German Government, in accordance with the provisions of the Anglo-German Arbitration Treaty of July 18th, 1894, this was declined by Germany on the ground that a similar proposal made by her in regard to certain German claims for damages arising out of the Boer War had not been accepted by Great Britain. It has since been shown, however, that the grievance of Germany is not on all fours with the British grievance, partly because it does not belong to the classes of questions to which the Arbitration Treaty of 1894 relates, and partly because that Treaty is clearly not retrospective. The German Government have now, we understand, recognised the force of these objections, and have withdrawn their proposal to mix up the two claims. They have agreed to consider the British proposal to submit the Marshall Islands dispute to arbitration on its merits, and in these circumstances it is believed that a final and friendly understanding will speedily be reached.

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.
No. 10, DES VŒUX ROAD CENTRAL.
1st floor.
"HATHERLEIGH" Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 18B, Des Vœux Road next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908.

TO LET.

"EGGESFORD" (Furnished) No. 114, PRAYA, Contains 6 ROOMS.
No. 71, WYNDHAM STREET.
"GLENWOOD" CANNING ROAD, suitable for a Boarding house or Club, containing 28 Rooms.
DEACONSFIELD ARCADE, Fine Offices and Dressing Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, over Caldwell MacGregor's.
OFFICES in QUEEN'S ROAD CENTRAL.
BELLILIOS TERRACE HOUSES.
ROBINSON ROAD.
GOOD CENTRAL GODOWN, No. 3a, DUDDELL STREET.
LADDEROKE, No. 9, CONDUIT ROAD, 8 Rooms, Furnished or Unfurnished from 15th April, 1908. Large Servants' Quarters and full sized Tennis Court.
No. 3, DUDDELL STREET Shop and 1st Floor.
No. 6, DES VŒUX VILLAS (PRAYA).
No. 57, PRAYA GRANDE, MACAO.
Apply to—
LINSTEAD & DAVIS.
3rd Floor, Alexandra Building.
Hongkong, 13th February, 1908.

TO LET.

GODOWN No. 101, Praya East.
Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 17th January, 1908.

TO LET.

IMMEDIATE POSSESSION.
GODOWN No. 101, Praya East.
Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 17th January, 1908.

TO LET.

ROOMS TO LET. Well and Comfortably furnished, with separate Kitchens and Baths for each set of Rooms. Good accommodation. Gas, Electric and Water laid on. Rent very moderate.
Apply to—
H. RUTTONLEE & SON,
5, D'Almeida Street, or
45, Elgin Road, Kowloon.
Hongkong, 15th January, 1908.

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, opposite the General Post Office. The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO.
Same address.
Hongkong, 23rd January, 1907.

TO LET.

NO. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light.
Central Locality.
"STILLINGFLEET" Peak Road, SIX ROOMED HOUSE with Fine View of Harbour.
"HARPERVILLE" Garden Road, SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.
Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 10th February, 1908.

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908.

TO LET.

NO. 59, CAINE ROAD.
Nos. 27 and 31, SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907.

TO LET.

A SIX ROOMED HOUSE at ELLIOT CRESCENT, Robinson Road. Furnished or Unfurnished.
Apply to—
P. X. D'ALMEIDA & CASTRO,
33, Queen's Road Central.
Hongkong, 22nd January, 1908.

TO LET.

4 and 5 ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession. Moderate rentals.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908.

TO LET.

HOUSE, No. 41, Wyndham Street, from 1st March next.
Apply to—
H. M. H. NEMAZEE,
9, Peddars Hill.
Hongkong, 6th February, 1908.

TO LET.

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & CO., LTD.
Hongkong, 21st October, 1907.

TO LET.

TO LET—AT CANTON.
EIGHT ROOMED HOUSE on SHAMSHEN. A.B. 99.
Care of "Daily Press" Office.
Hongkong, 23rd January, 1908.

TO LET.

L A HACIENDA, East Mount Kellef, The Peak, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.
C. H. GRACE,
Care of Secretary's Office,
Hongkong Club.
Hongkong, 5th February, 1908.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908.

TO LET.

From 1st May.
KOWLOON MARINE LOT 48, Yauwatt, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908.

TO LET.

THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.
No. 7, PEDDERS HILL.
First Floor of No. 4, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business premises or Dwellings, now occupied by FRED. BORNEMANN & CO.
Second Floor of No. 8A, DES VŒUX ROAD CENTRAL, above the Office of DAVID SASSOON & Co., Ltd.
Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 6th February, 1908.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs. SHAWAN, TOMES & Co.).
HOUSE, No. 11, SEYMOUR ROAD, newly painted and colour washed.
One FIVE ROOMED BUNGALOW, "THE NEW" No. 84, Mount Gough, Peak, Garden and Tennis. (From 1st April next).
Apply to—
THE COMPAGNIE DEPT. JARDINE, MATHESON & Co. Ltd.,
Connaught Road Central.
Hongkong, 1st February, 1908.

TO LET.

FROM 15th February, "FAIRVIEW," No. 1, ROBINSON ROAD; splendid situation, with fine view of harbour; Six Big Rooms.—Apply
Care of "Daily Press" Office.
Hongkong, 5th February 1908.

TO LET.

LARGE OFFICE ROOM on First Floor of No. 16, DES VŒUX ROAD.
Apply to—
FRED. BORNEMANN,
No. 16, Des Vœux Road Central.
Hongkong, 23rd January, 1908.

TO LET.

AUCTION ROOMS, No. 2, Zetland Street, Immediate possession.
Nos. 2 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon.
"WOODBURY" GARDEN ROAD.
"ROSEBATH" KOWLOON.
Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 10th February, 1908.

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907.

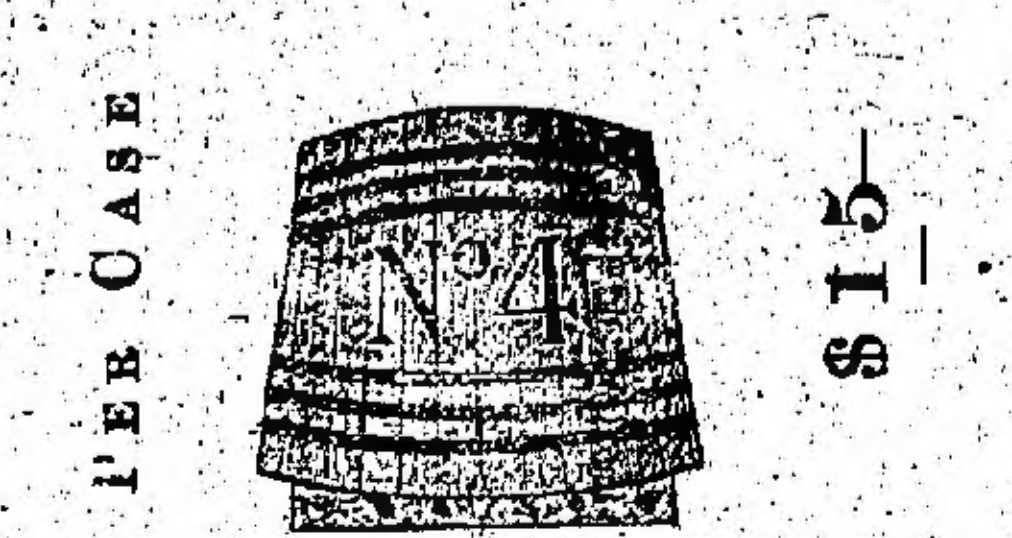
TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.
Apply to—
REUTE, BROECKELMANN & CO.
Hongkong, 8th December, 1907.

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 2nd June, 1908.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN COLOURED SINCE 1839.

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
As Supplied to the House of Commons.

THE ACME

OF PERFECTION IN MANUFACTURE!

Reliable

Remarkably smooth motion.—Noiseless change of gear.

The most comfortable and the most tasteful Design.

Adler

Automobiles

Limousins, Tonneaus, Landaus, Landaulets, Broughams, Motor Cabs, Touring Cars, Delivery Vans, etc.

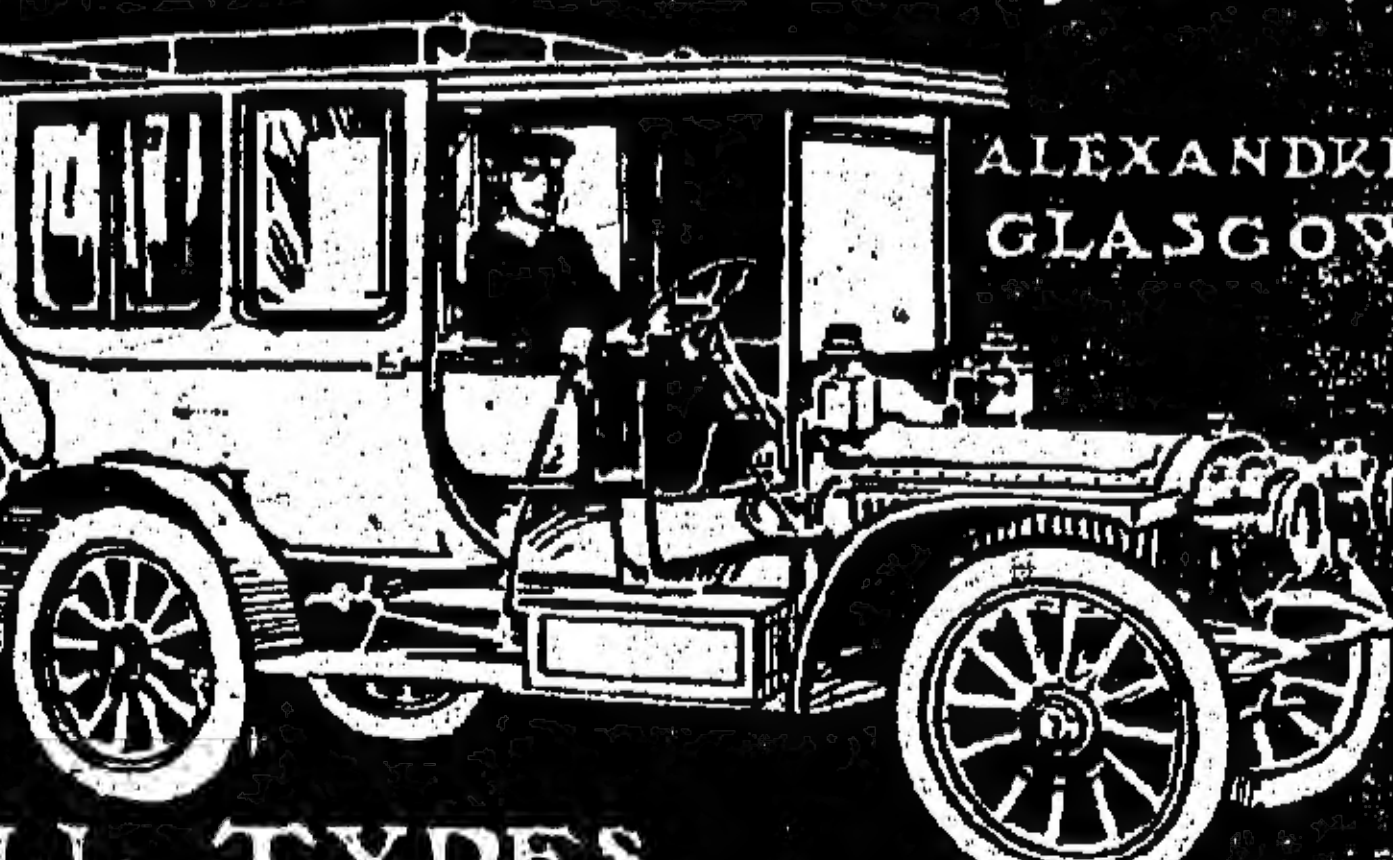
TWO-CYLINDER 4/8, 5/0 AND 8/14, H.P.
FOUR CYLINDER 8/15 H.P. UP TO 29/50 H.P.

Ask
for
Catalogue.



Agents required where not represented.
Adlerwerke vorm. HEINRICH KLEYER A. G.
ESTABLISHED 1880. Frankfort-on-the-Main. ABOUT 3,000 WORKMEN.
Automobiles, Motor Cycles, Cycles, and Typewriters.
Many of the highest distinctions at home and abroad; State Medal etc.
Milan GRAND PRIX 1906.

ARGYLL MOTORS, LTD.



ALEXANDRIA, GLASGOW

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: ARGYLLS, LONDON, LTD.
AGENTS FOR THE EAST

FOMRAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON, Talawakotte, Ceylon; G. HENDERSON & CO., Calcutta; SYME & CO., Singapore; ROWE & CO., Rangoon; LOUIS T. LEONOWENS LTD., Bangkok.

SHIPPING.

ARRIVALS.
 FOOSHING, British str., 1,423, T. Arthur, 13th February—Wakamatsu 8th Feb. Coal—Jardine, Matheson & Co.
 HORRANO, British str., 1,350, Jas. M. Hay, 12th February—Mojl 7th February, General—Jardine, Matheson & Co.
 HUPEN, British str., 1,205, G. J. Spink, 12th February—Aisphong, Pakhoi and Hoihow 11th Feb. General—Butterfield & Swire.
 LUOWOW, British str., 1,210, W. Baddeley, 13th February—Shanghai 10th Feb. Oil and General—Butterfield & Swire.
 TEINAN, British str., 2,209, E. Finlayson, 13th February—Australia via Sydney 21st Jan. General—Butterfield & Swire.
 VORWAERT, German str., 643, B. Ohlsen, 13th February—Pakhoi Feb. 8th, and Hoihow 11th, General—Jebson & Co.

DEPARTURES.
 12th February.
 MACHW, German str., for Bangkok.
 WINNEBAGO, British str., for Canton.
 13th February.
 EMPRESS OF JAPAN, Brit. str., for Vancouver.
 GORDEN, German str., for Shanghai.
 KIANGFING, Chinese str., for Chinkiang.
 KIYO MARU, Japanese str., for Kobe.
 KWANGTAN, Chinese str., for Canton.
 KWANGTAN, Chinese str., for Shanghai.
 SHANGHAI, British str., for Shanghai.
 SHANGHAI, British str., for Shanghai.
 TSINTAN, German str., for Bangkok.

SHIPPING REPORTS.
 The British str. Fooshing reports: Strong N. E. monsoon, rough sea, cloudy weather.
 The British str. Luowow reports: Strong N. E. wind and high sea, weather overcast.

VESSLS IN DOCK.
 February 18th.
 ABERDEEN DOCK.—Nervic.
 KOWLOON DOCK.—Neil, Maled, Persia, Amigo, Sorogon, Gyle, Shanlung.
 CO-MUNICIPAL DOCK.—Chipping.

CHINA & MANILA STEAMSHIP COMPANY LTD.

A CARNIVAL
 WILL BE HELD IN
 MANILA under Government auspices commencing on the 27th FEBRUARY, 1908.

As an inducement to Hongkong residents to patronise this important event, we have decided to despatch our Steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The "ZAFIRO" will reach Manila on TUESDAY morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of TUESDAY, 26th MARCH. She will reach Hongkong again at daylight on Thursday, the 5th MARCH. We have arranged a Special Fare for this round trip of \$50, and Passengers, should they so desire, may make arrangements to remain on board during the steamer's stay in Manila. For further particulars, apply to the Undersigned.

SHEWAN, TOMES & Co.,
 General Managers.
 Hongkong, 22nd January, 1908. 1908-24

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM TO
 SHANGHAI, YOKOHAMA AND KOBE.
 THE Company's Steamship
 "VORWAERTS".
 Capt. Bednars will leave for the above places TO-DAY the 14th inst. at 4 A.M.
 This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.
 For Freight or Passage, apply to
 SANDER, WHEELER & CO.
 Prince's Building.
 Hongkong, 7th February, 1908. 3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "DEVANHA".
 Captain T. H. Hild, R.N., carrying H. M. Majesty's Mail, will be despatched from this for Bombay etc. on SATURDAY the 22nd February at Noon, taking passengers and cargo for the above port in connection with the Company's s.s. "BIRMANIA", 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable cargo for France and Tea for London (under arrangement) will be shipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "ARABIA", due in London on 4th April, 1908.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 10th February, 1908.

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS. January to June 1907. With Index. Price \$7.50.
 On sale at the "HONGKONG DAILY PRESS" Office.
 Hongkong, 28th July 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ANTWERP & HAMBURG	FLINTSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 20th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 22nd inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	About 4th March.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 19th inst. at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 4th Mar. at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 19th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 18th inst. at 1 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 26th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 10th March.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd March.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	About 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	About 7th March.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	About 10th March.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 13th Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 25th Mar. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 18th inst. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 24th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 3rd Mar. at 4 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.
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MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst. at Noon.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, MANILA, and YOKOHAMA	Capt. F. E. Andrews, R.N.R.	About 16th Febr.	Freight and Passage.
SHANGHAI	DELHI	About 21st Febr.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 22nd Febr.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, SOCOIRA, PENANG, COLOMBO, and PORT SAID	Capt. W. R. Hickey	About 4th March	Freight only.

For further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 13th February, 1908

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KWANGSE"	On 14th Febr., 4 P.M.
HAIPHONG	"HUPH"	On 14th Febr., 1 A.M.
SHANGHAI	"LUCHOW"	On 18th Febr., 4 P.M.
MANILA	"TAMING"	On 18th Febr., 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 20th Febr., 4 P.M.
MANILA	"TEAN"	On 25th Febr., 4 P.M.
DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN"	On 9th Mar., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUDED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight, Passage, apply to—

BUTTERFIELD & SWIRE,

Hongkong, 14th February, 1908.

AGENTS.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO"	Tuesday, 18th Febr., at 9 A.M.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST"	Wed., 19th Febr., at Noon.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Tuesday, 3rd Mar., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday 3rd March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELBOURNE & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th February, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW { "DALIN MARU" }	Capt. I. Sakurai	SUNDAY, 16th Febr., at 10 A.M.
AND AMOI		
ANPING VIA SWATOW { "FUKUSHU MARU" }	Capt. T. Ito	WED., 19th Febr., at Daylight.
AND AMOI		

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 13th February, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

† Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SAMBIA	20th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE	HOFENSTADT	22nd Febr.
FOR SHANGHAI, YOKOHAMA & KOBE	BELGRAVIA	5th March

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th February, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJILIWONG	JAPAN	Second half of Febr.	JAVA PORTS	Second half of Febr.
TJIMAH	JAVA	Second half of Febr.	JAVA PORTS	First half of March
TJIBODAS	JAVA	First half of March	JAPAN	First half of March
TJILATJAP	JAVA	Second half of March	JAVA PORTS	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, at which will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 14th February, 1908.

Telephone No. 375.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL-STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. T. L. Sommer, Tons 6247	WED., 19th Febr., at Daylight.
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE, and YOKOHAMA	KAWACHI MARU Capt. H. Peterson, Tons 6227	WED., 4th March, at Daylight.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, and TOWNSVILLE	TANGO MARU Capt. A. E. Moss, Tons 7463	TUESDAY, 18th Febr., at 4 P.M.
BOMBAY via SINGAPORE, PENANG, MADRAS, and COLOMBO	AKI MARU Capt. M. Yagi, Tons 6444	TUESDAY, 3rd March, at 4 P.M.
NAGASAKI, KOBE, and YOKOHAMA	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 21st Febr., at Noon.
KOBE and YOKOHAMA	YAWATA MARU Capt. K. Homma, Tons 3818	FRIDAY, 27th March, at Noon.
	KAGESHIMA MARU Capt. T. Arakawa, Tons 4687	SUNDAY, 16th February, at Noon.
	YAWATA MARU Capt. K. Homma, Tons 3817	WED., 19th Febr., at Noon.
	REIJUN MARU Capt. T. Iizawa, Tons 4906	TUESDAY, 20th Febr., at Noon.
	TAMBA MARU Capt. G. H. Butler, Tons 6181	SATURDAY, 22nd Febr., at Daylight.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 12th February, 1908.

T. KUSUMOTO,
MANAGER.

376

THOS. COOK & SON,
ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full Information on Application.

Head Office for the Far East:
18, DES VOUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET
YOKOHAMA.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

For SWATOW, AMOI and POOCHOW

THE Company's Steamship

"HAIMUN."

Captain A. J. Robson, will be despatched for the above Ports on SUNDAY, the 16th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPELLE & CO.,
General Managers.

Hongkong, 13th February, 1908. 357

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong

CALLAO and IQUIQUE, via JAPAN

PORTS (Karatsu, Kobe and Yokohama).

With Liberty to call at Honolulu and

Salina Cruz.

Steamers Tons

"KASATO MARU" 6,100 Sometime in

March 1908.

Taking Freight and Passengers to other

Eastern and Western Coast Ports of South

America in connection with Steamers of the

Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.

Hongkong, 27th December, 1907. 10

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for

PRIVATE RESIDENTS at THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT,

subscription, paid in advance, \$12 per annum

Postage 22 to any part of the World.

VISITORS TO CANTON.

Should purchase

FROM HONGKONG TO CANTON

BY THE PEARL RIVER.

BY

CAPTAIN C. V. LLOYD (a.s. "PATRAN"

With Illustrations, Maps and Plans.

Price \$1.50

On Sale at—
Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH,
Messrs. W. B. BROWN & CO.,
Canton: Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM HULL, ANTWERP, LONDON

AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at THIS RISK into

the Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., at Kowloon, where

each consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

Goods not cleared by the 14th inst. will be

subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godown, where they will be examined on the

14th inst., at 11 A.M.

No claims will be recognized if not presented

within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 8th February, 1908. 342

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC"

FROM STACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

MANILA.

THE above Steamship having arrived, Con-

signees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signature and to take immediate delivery of

their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be loaded and stored at Consignees' risk

and expense.

DODWELL & CO., LTD.,

Agents.

Hongkong, 14th February, 1908. 7

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"GOEBEN"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasures and Valuables, are being

landed and stored at their risk into the Godowns

and/or extra Godowns of the Hong-

kong and Kowloon Wharf & Godown Company,

Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undispatched after the 19th inst., will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 19th inst., at 9.30 A.M.

All Claims must reach us before the 23rd

inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undesignated.

NORDDEUTSCHER LLOYD,

MELOCHERS & CO.,

Agents.

Hongkong, 12th February, 1908. 5

The Handy

Home Remedy.

A box of BEECHAM'S PILLS should

always be kept in the house, as, like a

"witch in time," they may save much

trouble, worry and expense. On the

first sign of any derangement of the

system, a dose should be taken, and

they will invariably have the most

beneficial effect.

"Prevention is better than cure,"

we are told. Next time you feel "out

of sorts," just take a dose of Beecham's

Pills, and so prevent a seemingly

small ailment growing into serious

trouble. BEECHAM'S PILLS prevent

illness as well as cure it. Most people

take them to keep themselves in good

health. They are a wise and happy

one—they hardly ever know what

ill health is.

There is no medicine in the world

so simple and so effective.

BEECHAM'S PILLS

WORTH A GUINEA

A BOX.

In boxes, price 9d., 2/6 and 2s.

88-3

BETTER THAN COPAIBA

MATICO

GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico

as the most active and at the same time the most

inoffensive remedy in the treatment of Acute and

Chronic Discharges. The Capsules, unlike Copaha,

do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent

MATICO CAPSULES in the most chronic cases.

CURE FOR ASTHMA

GRIMAULT'S

INDIAN CIGARETTES

For Asthmatic people who suffer from

oppression in breathing, HOARSENESS,

and BRONCHITIS, INFLUENZA, and DIFFICULTY

in EXPIRATION.

Grimault's Cigarettes render the respira-

tion easier, cut short the paroxysms, and

remove the feeling of tightness across

the chest.

GRIMAULT & CO., PARIS

Sold by all Chemists.

SHIPPING IN PORT.

STEAMERS

AMICO, German str., 822, N. J. Halsey, 18th

January—Hollow 16th January, General

—Jensen & Co.

BLUESCROSS, British str., 1,939, W. J. Haselton

3rd February—Cardiff 6th December, Coal

—Admiralty.

BORNEO, German str., 1,344, F. Sembill, 7th

February—Sandakan 2nd Feb, Timber—

Melchers & Co.

BOYACON, French str., 997, Le Bail, 2nd Feb.

—Saigon 23th Jan., Rice—Chinco.

